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The China Mail.

ESTABLISHED 1845

June 19, 1920. Temperature 50.

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Humidity 91.

June 19, 1919. Temperature 54.

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HONGKONG, SATURDAY, JUNE 19, 1920.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

NAURU ISLAND.

LONDON, June 16.

In the discussion on the Nauru Bill Mr. Leslie Wilson pointed out that there were a hundred million tons of phosphate in Nauru. He was of opinion there would be no difficulty in maintaining an output of half a million tons yearly at a cost enabling Australasia to obtain phosphate at 21 a ton cheaper than at present, while providing for repayment of capital and interest. Britain would also benefit through a less extent. He was convinced there was never a sounder investment for the Empire than the securing in perpetuity of most important raw materials for the rejuvenation of our land, the demand for which must inevitably increase in future. Col. Ormsby Gore moved the rejection on the ground that the bill conflicted with the articles of the Covenant of the League of Nations with regard to the open door. He said it proposed to establish an irresponsible administration of Nauru and a gigantic state monopoly. He asked would this principle apply also to Mesopotamian oil. He said it would be a gross violation of our whole Imperial system to confine a mandate to some self governing Dominions and the Mother Country while excluding other parts of the Empire.

Lord Robert Cecil said the bill was absolutely inconsistent with article twenty two of the League of Nations Covenant. It would give a handle to our enemies all over the world and it would be impossible for us subsequently to insist on the open door. Mr. Bonar Law pointed out that if the bill were not passed the phosphate company would have all the rights and power usual. He emphasised that other parts of the Empire were consulted before the agreement was reached. The sanction of Parliament to the agreement did not preclude the League of Nations refusing to confirm it. He asked the House to agree that the Government proposed to make fair use of Nauru.

THE RUBBER INDUSTRY.

NEW VULCANISING PROCESS.

LONDON, June 16.

The Times' Manchester correspondent says a new process of vulcanising rubber has been discovered by Prof. Peachey, lecturer in chemistry at Manchester College of Technology, which it is claimed will have far reaching effects in the rubber manufacturing industry. The method is cold vulcanising with sulphurated hydrogen and sulphur dioxide enabling the vulcanisation of mixtures of rubber and waste material, for example sawdust, scraps of leather and paper, which is impossible under the old process.

AMERICAN ALTRUISM.

WASHINGTON, June 16.

Mr. Daniels, Secretary of the Navy, in a speech urged Americans not to listen to selfish provincial plans renouncing the altruism that sent the American army overseas.

POLICE INSPECTOR IMPRISONED.

NEW YORK, June 16.

Police Inspector Henry has received an indeterminate sentence of 2 to 5 years' imprisonment with hard labour for perjury.

U. S. MINISTERIAL APPOINTMENT.

PRINCETOWN, June 16.

Everett Capps, Professor of Greek at Princeton University, has been appointed United States Minister to Greece.

[What a joy to overhear him air his Greek when he reaches Attica soil.—Ed. C. M.]

YACHTING.

New York, June 16.

The Resolute defeated the Vanitie.

WOMEN TO MAKE THE WORLD ANEW.

Miss Rebecca West has a lively article in *Sunday Pictorial*. She says: "I have for years earned my living by expressing my opinions. People are willing to pay me money for doing so, and I take advantage of their weakness. The only exception to this kindly reception of my views is the British Government who refuse to allow me to go into the polling-booth."

"They will remove the embargo immediately I am thirty. And yet I do not see what grounds they have for hoping that I will be more sensible at thirty than I am now."

"But indeed any test of the fitness of voters is an offence against the true conception of the franchise. It would tend to disfranchise the down-trodden classes which most need representation. Besides, it is based on a misunderstanding of what the State needs from the voter."

"What it wants from him is not so much a record of his intelligence as of his needs, and that can be supplied as well by the ignorant as by the learned."

"But the woman voter, particularly when she is stupid, and, therefore, to the unthinking most dangerous, will be different."

"She will attend a meeting addressed by the Government, candidate, at which he will speak about this and that, about Home Rule and the League of Nations and the Indian Empire and foreign policy. And she will go away and vote against him because milk and butter and eggs are dear. And she will be perfectly right. For all these things are vanities compared with the necessity for children to have plenty of milk and butter and eggs."

"In the materialism of women there is a force which, if it is rightly used, may make the world anew. If the women of all nations combined in the simple, unintellectual, grossly material demand that before men did anything else they should provide every child born of woman with an adequate supply of nourishing food there would be no more wars."

"Money that was being spent on cows could not be spent on guns. And the children would grow up into a race so strong and untrifled and so much in love with life that they would surely devise some other way of settling disputes than by blowing each other to pieces. In the meantime we ought to be thankful that this care for the physical basis, without which life cannot exist, is at last represented on the voter's roll. That it should, preponderate does not really matter."

"After all, men will always be able to influence society far more than women by the control of industry and the professions, which they will perpetually enjoy, since most women will always turn to the domestic life."

THE DOLLAR.

To-day's closing rate 3/8 1/2
To-day's opening rate 3/8 1/2
On June 18, 1919 3/6 1/2 1/2.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BOLSHEVIKS IN PERSIA.

LONDON, June 16th.

A telegram from Teheran states that the Bolsheviki forces which disembarked at Enzeli comprise a whole army corps with a squadron of aeroplanes. They captured sixteen tank steamers, and are despatching them to Baku.

MELBOURNE STRIKE.

MELBOURNE, June 17th.

The gas strike continues. The companies announce that ample volunteer labour is available, and that the position is steadily improving. Thousands who have been indirectly rendered idle are resuming.

MELBOURNE, June 16th.

The engineers of the big electric power houses are resuming to-morrow.

WHEAT FOR GERMANY.

BERLIN, June 17th.

The *Frankfurter Zeitung* says Great Britain has agreed to deliver 9,500 tons of wheat to Germany in return for cash. A further offer of supply of more wheat has been made, and is conditional on Germany's purchasing Australian mutton and bacon for cash.

REGULAR ARMY.

LONDON, June 16th.

In the House of Commons, replying to Captain Coote, Sir A. Williamson said that the supply of recruits for the regular army was still adequate.

PREFERENCE IN WEST INDIES.

LONDON, June 17th.

According to the *Times*, the Kingston (Jamaica) Legislature has extended Preference to cotton goods of the whole Empire.

DEMOCRATIC CANDIDATE.

LONDON, June 15th.

The *Matin* says that the object of the visit of Colonel Hogg, who is now en route to England from America, is to persuade Mr. Davis, the American Ambassador to Britain, to become a candidate for the Presidency at the Democratic Convention.

NAURU ISLAND.

LONDON, June 16th.

In the House of Commons, the second reading of the Bill to confirm an agreement between the Imperial, the Australian and the New Zealand Governments to purchase for £3,500,000 the rights of the Pacific Phosphate Company to the phosphate deposits in the island of Nauru and Ocean Island in the South Pacific for which Great Britain has been given the mandate occasioned an important debate.

Colonel Leslie Wilson, proposing the second reading, pointed out that the island was inhabited with intelligent Christianised natives who desire to remain under British rule. During the peace negotiations and the discussions between the Dominions and representatives, the solution found was that the administration should be conducted under the joint control of the Imperial, the Australian and the New Zealand Governments, and that the Pacific Phosphate Company, which controlled the islands, should be bought out and the minerals worked on a non-profit-making basis as far as the three Governments were concerned.

The Bill passed its second reading by 211 votes to 77, the minority comprising Labour members, Independent Liberals and some Unionists whose attempt to commit the bill to the committee of the whole House for delaying its progress was defeated by 213 votes to 57.

SUEZ TRAFFIC.

LONDON, June 17th.

The annual report of the Suez Canal Company shows that the number of passages in 1919 was 3,985, as compared with 2,523 in 1918, and 5,083 in 1917, and 16,000,000 in 1919, of which 11,820,000 was British, as against 9,220,000 in 1918 and 20,000,000 in 1917.

COMPOSITORS' STRIKE.

LONDON, June 16th.

As a result of a Joint Industrial Council, the printing trades and Typographical Association undertook to recommend the withdrawal of strike notices, and the embargo on over-time, pending further conference.

ROUGH JUSTICE.

DUBLIN, June 16th.

A crowd of 5,000 invaded the goal and took out and lynched three negroes accused of attacking a young white woman. The crowd then held a court and formally convicted the victims.

ABOUT RACES.

LONDON, June 16th.

The weather was unsteady, but the going was good. There was a huge attendance, their Majesties being present, yesterday and to-day.

In the Royal Hunt Cup the result was:
Square Measure 1
Glanmorris 2
Starshot 3
The betting was 8 to 1 Square Measure; 10 to 1 Glanmorris; 10 to 1 Starshot.
Twenty-two ran. Three lengths separated the first and the second, and four lengths the second and the third.

BUSINESS NOTICES

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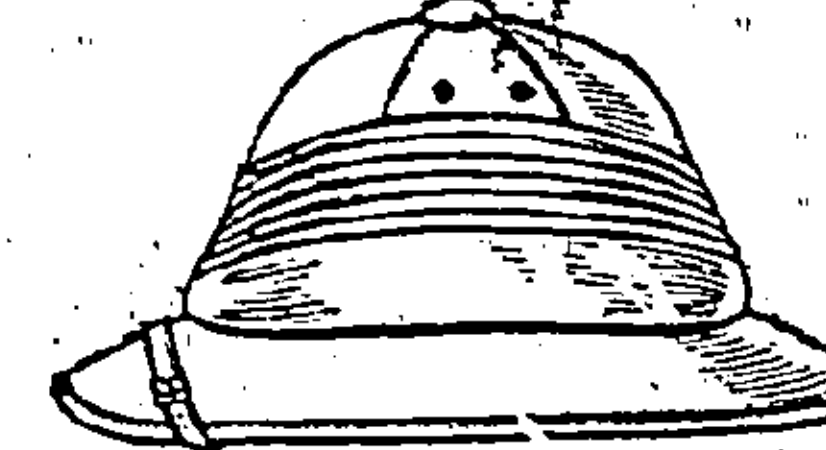
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Hongkong, 16th June, 1920.

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SEE WINDOWS.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, SATURDAY, JUNE 19, 1930.

ADVERSARIA.

To those readers who look to this column only for amusement (a quite legitimate and proper thing) we offer our apologies to-day. We craved indulgence to be for one day perfectly and completely serious. So far as our temperamental makes it possible, we will carefully exclude any word or phrase of a humorous complexion. We have been profoundly moved. Let the reader judge if we have reason. In a recent number of the China Mail was a paragraph about a Chinese boy who was sentenced to six strokes for hawking without a licence. He had been beaten by a policeman a week before, and earnestly pleaded with the magistrate that his back was still broken and swollen from it. The magistrate had some compassion (this may sound ironic but is not) and he gave the poor little fellow the option of fine or jail. One of the other papers regarded the story as humorous, and even had an admiring note on the muscular arm of the officer entrusted with the job of flogging this Chinese child. A good-hearted European gentleman saw the pathetic side of the story, saw the damnable injustice of it, went and paid the fine, got the boy out of jail, and has taken him into his service. So, please God, for awhile the little fellow gets respite from the slings and arrows of outrageous fortune.

A week or more after his official beating, his body shows such marks as should not have been there, if the "strokes" had not been administered with more vigour than humanity. We have had perhaps as much wishing as the average English schoolboy gets, and we have no mauling objection to corporal punishment. We cannot say that these "arguments" ever convinced us. It is a point of honour, for need to be, to take such punishment stoically, and the knowledge that it would follow certain conduct never deterred us. Perhaps it hardened and injured us, and taught us that a certain amount of injustice must be endured, like the proverbial "peck of dirt." We mention it in order to say this.

We were caned once every day for seven successive days by an angry Headmaster (his anger flamed in redness at the back of his bulging neck) and we ran away from that school on the eighth morning, and never went back. Yet after that ordeal, in which the man was quite evidently bent on breaking our subordinate spirit, and spared no vigour, we were not physically injured as this Chinese boy was. The skin was not broken. We wore the colours of confusion, and sat awkwardly, but certainly did not suffer what this Chinese child has suffered. And for what? By all the recognized principles of discipline, authority, etc., we deserved every blow we got, because we were in open rebellion. This boy of fourteen had merely been trying to earn an honest living, by hawking some mysterious trifles, marine products, seeds, what-not, something very cheap and unimportant, something that did not make him prosperous enough to pay for a hawker's licence. Hawking is not a crime. Doing it without a licence should not be made a crime. We are now going to speak our mind about this, and say why it should not.

It is pretended that the success of our great and glorious empire has rested chiefly on our principle of respecting native customs, of considering and making allowances for them. There are even Privy Council guarantees, extant, especially referring to Chinese rights. Now, No Chinese ever regarded hawking as a crime. Probably no Chinese even now understands why we fine or imprison unlicensed hawkers. Many Europeans do not; we are going to explain it to them now, as a result of the brutal beating and physical and spiritual injury that this innocent and honest lad has suffered. Even now he does not understand what has happened to him. His young mind has been, perturbed, puzzled, frightened, almost unbalanced. He is conscious of no offence. Some foreigners have treated him badly. Strange are these foreigners.

In very many ways here, why? but particularly in this ceaseless persecution of the Chinese small fry, the smallest inconvenience of liverish and irritable Europeans is deemed sufficient reason for over-riding equity and justice, for thinking and using vexatious laws, by-laws, and regulations that make Hongkong a hell for the poor. Why do they

say? We do not know. We know that many would be glad if they would go away. They would not worry about their fate. Let them go, get out of sight, to starve, perhaps; make, so they be gone. Only a night or two ago an otherwise decent European was telling us that there are too many Chinese here; that they should be segregated in a Chinese "quarter." But the poor we have always with us. Are we going to go on treating them in this way, or are we going to amend our conduct, and be decent? The word is deliberate and advertent. We say that the daily record of our police and police court work, if fully and fairly presented to a fair-minded community, would give a picture only to be described as indecent.

This motive—that of saving our High Mightinesses from being "plastered"—has been frankly admitted by high officials. Admitted? Nay, they make a virtue of it, deem it their duty to harass the poor that we better off people may escape petty irritations. They limit the number of hawkers to newspaper sellers, on this avowed ground, although newspaper selling at Home is open to the destitute, without fee or restriction. They limit the number of hawkers, though most of these are a convenience to other poor Chinese, bringing to them little and cheap things that they want and must otherwise go seeking. In the case of an able-bodied man, though the principle is more or less the same, we should not feel it so. But every week, in this criminal infested city, the police are, by order, and because our comfort is supposed to be secured thereby, wasting time over women and children—many children—who commit the "crime" of trying to sell a few peanuts, without first obtaining, and paying for, a licence. If there must be licences, since we cannot see the necessity, surely our Government does not seek revenue from the extremely poor—they should be freely issued, for no more than ten cents, and free to all under 15. This boy, whose skin was broken with official "cuts," broken and bruised, and he all the while wondering why, is 14. He peddled some cheap rubbish he had collected, and was annoying nobody and hurting nobody. If he had begged, he might have been left alone, for between Flower Street and Ice House Street half a dozen little boys beg regularly and persistently. We do not say this to get them into trouble, but only because it seems to strengthen our case. A sharp word scatters them; what does that cost? Who wants them run in, fined (the face of it), imprisoned, or beaten as this boy was? Who dares admit that he would care to stir up authority against them? We all like to pretend that we have a heart, that compassion is not foreign to our natures, that we are, in effect, normal, decent, kindly human beings.

We confess to a bewilderment nearly as great as that of our little client. If it is liverishness which accounts for it, and of course the callousness that habitually indulged liverishness induces, if that be not accepted, then we must say we are at a loss to understand how this thing can go on, how policemen do not often shut their eyes, why decent magistrates do not protest at this machinery of juvenile "criminals," what permits our legislators to pass machinery capable of such harsh application. . . . Even as we wrote those words, some one pushed under our eyes a complaint from a motorist, asking publicity for his complaints, saying that richas are too numerous, that they get in front of trams and automobiles, and, in his own words, "that they should be prohibited from the streets that have tram lines, and from other congested sections." What causes a man to be like that, to see nothing but his own immediate desire and comfort, blind to human rights, blind to all possible consequences of infringing those rights, careless what happens to the poor, so that he get his own way? God! That this attitude should be so common here, and that above all it should be permitted to prevail in the rules and regulations with which a British colony is run. It is soulless. It makes us hot with shame and indignation.

Will some one compile for us a list of the "crimes" of the Hongkong poor, that we may give the people at Home an idea of how we handle the "white man's burden," by putting it on the feeble shoulders of poor creatures we should protect? There's "obstruction." We have not yet heard of a few-sew, anah being prosecuted, though we heard the other day of one having her sewing basket knocked into the gutter by a passing European to kick whom no decent bystander seems to have volunteered. There is this child hawking, of which we have perhaps said enough for the present. There are the petty gamblers per-

secuted, not because their persecutors think it wrong, as they all do it, but because there is the idea that it is safer for European employers and European property not to allow it, as it might lead to crime. There are those longshore junk folk, to be moved away because criminals may jump on their junks—the argument does not say they are criminals, and it quite ignores their wishes. Until recently we had the micropecunious "criminals" exporting paltry sums in subsidiary coinage, very bad for our currency system, we admit, but why should these poor people have lost their little money? There is the crime of being found possessing some small object they may have stolen, and they have to prove that they didn't, although they live under the British flag. The conditions are peculiar, and call for peculiar measures? Quite so. There is the crime of the notorious trade—because people have noses. There is the crime of being out after one a.m. in a hired motor-car, because people have ears; but that doesn't affect our indignant clients. There is something they escape. There are really many "crimes" here which ought never to go to court at all; too many to list offhand; but the worst of the lot is this hawking, without a licence.

Which Unofficial Member of Council is going to ask the Government if we cannot get back to a less vexatious and meddlesome system of city administration?

How many of you are going to join the Square Deal Club, and associate yourselves with us in a really determined effort to make British justice in Hongkong look more like British justice as it is at Home?

Before leaving the subject for the time being, we would like to say that we do not know the police officer who administers the magisterial "strokes." We venture to beg the C.S.P., or whoever is responsible for this not very honourable appointment, to see that in future it be always done, if possible, and if it must be done, by some officer who is the father of a family, or by an officer who, after due cross-examination, is able to satisfy the examiner that he has a heart, and that he is aware that even Chinese children are included in a famous and beautiful passage beginning: "Suffer the little ones." There is a universe of difference, as all will admit, between that divine order and our war of making the little ones suffer.

LOCAL AND GENERAL.

Gymkhana on to-day.

Thursday, July 1, is gazetted a general holiday.

The Sanitary Board meets on Tuesday at 4.15 p.m.

Mr. E. V. D. Farr goes on the Architects' Committee.

Bill boards and sky signs are regulated in to-day's Gazette.

Mr. H. T. Jackman goes on the Land Resumption Arbitration Board.

Mr. A. H. Hollingsworth will act as director of public works while Mr. Chatham's away.

A death from plague and a case of cerebro spinal fever are reported in to-day's health return.

At the Marine Court this morning Commander Beckwith fined the masters of five junks \$5 each for being within 100 yards of the low water mark off the Fraya at 11 p.m. yesterday. The Harbour Master said he himself saw 62 boats and wanted to know how it was that the police only got five of them. He was informed that the boats covered all the harbour including Cheung Chau and the police could not be at one spot all the time. Junks were now notified to go to the anchorage after 9 p.m. except those which have business on the water front and possess permits.

Commander John Morrell of H. M. S. "Cricket" this morning charged a Chinese before Mr. R. O. Hutchison, at the Magistracy, with theft on board the ship, which was in the Naval Camber, of \$30, the property of the complainant. The defendant denied the charge. Giving evidence, the Commander said that as he entered his cabin yesterday he noticed the defendant stooping over a drawer in which he kept money and personal effects. The defendant had forced the drawer, and in his left hand he had a bunch of notes. Witness grasped the intruder by the collar and took him on deck where a short struggle followed, the defendant dropping the notes. A Petty Officer came to his assistance, the defendant was overpowered, handcuffed and taken to the dockyard gates where he was handed over to the police. After the Petty Officer had given evidence to the effect that he saw the defendant drop the notes, sentence of six weeks' hard labour was passed.

THE SQUARE DEAL CLUB.

NO SUBSCRIPTION: NO EXPENSES.

The Square Deal Club is hereby inaugurated, and we shall be glad to receive names. You may, if you really mean it, sign and send in the following declaration:

"I, —, being a British subject, and proud especially of the traditions of British justice and fairplay, hereby enrol myself a member of the S.D.C., inaugurated by the China Mail, and I promise to do whatever I conveniently can, by conversation, by letters to the Press, by private persuasion of influential friends, by constant watchfulness, to discourage anything official or unofficial that seems to offend the aforesaid British traditions; and to encourage reasonable reforms, so that this Colony may be administered more in accordance with these traditions, and so be a glory to the Empire instead of a blot; and I for my own part undertake to think twice before making any proposal tending to interfere with the liberties of any of my fellow subjects, realizing that though Providence may have made us unequal, we all have equal Rights."

CORRESPONDENCE.

THE SHIPPING DISPUTE.

[To the Editor of the "China Mail."]

Dear Sir,—With reference to this Shipping Award, which I understand several are patiently waiting for, I cannot understand why some Chinese Shipowners are dilly dallying over the matter. Their paltry excuse is they are waiting to be notified officially. Why? I fail to see. It was clearly understood at the time of the Dispute in December last that after the arbitration was settled the pay would commence from 15th December; then again when the arbitration was settled it was published both in the morning and evening daily papers, so what further notification is required? I fail to see. Several have already presented their claims to their owners, which have been ignored, in fact some have gone as far as to flatly refuse to pay and seem to look upon it as an imposition; surely they are not quite so dense as to think they can get out of paying. However my advice to them is, pay up and look pleasant; for pay you must and the sooner the better, or you may find the Guild will take strong measures in the matter; as you are breaking your agreement, which will cause unnecessary unpleasantness on both sides. Yours, etc.,

DENEbola.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. Report on June 18:—

The past week has again been a quiet one with only a moderate business passing. The continued tightness of money is counteracting any benefit which might have been caused by the fall in exchange. The Shanghai Market appears to be dead with only nominal quotations coming through.

Banks.—Hongkong and Shanghai Banks have been done at \$650 and more shares could probably be placed at that rate.

Marine Insurances.—A good amount of business has been done in Unions from \$190/\$200 and more shares could be placed at \$195. Cantons are wanted at \$395. North Chinas are quoted nominal at \$15. 160. Yangtzes \$225 and Far Easterns \$174. Refineries.—The early part of the week saw a decline in China Sugars, but at the close they have improved and shares are wanted at \$228. Malabars have risen \$5 and have now buyers at \$56.

Docks and Wharves.—Kowloon Wharves have receded slightly, buyers only offering \$844. Kowloon Docks after business at \$154 have now sellers at \$152.

Miscellaneous.—The following are all buying rates:—Cements \$6.90, China Providents \$7.10, Dairy Farms \$244, Electrics \$194, Hongkong Ropes \$25, Peak Trams (old) \$5.40, Steam Laundries \$44, Waterboats \$13, Powells \$114 and Wisemans \$35.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS."]

LI SUM LING RELEASED.

PEKING, June 17. Li Sum Ling, employed in the Ministry of Finance, who had been arrested on a charge of divulging secret information, was released last night. The political situation is unchanged.

THE MARRIAGE OF KITTY.

MARIE TEMPEST AND COMPANY.

A very good house enjoyed last night's performance of Miss Marie Tempest and her talented company of players at the Theatre Royal.

"The Marriage of Kitty" was the play given, and the comedy has proven to be one of the best plays in the repertoire. The fun, in this comedy, is of a more lively sort than in "The Duke of Killarney" and the opportunities for the whole company are greater. The interest, of course, centers upon mischievous "Kitty" as played by Miss Marie Tempest; and "Sir Reginald Belsize," the amiable but rather unfortunate lord, who is pursued by the unwelcome attentions of a Peruvian widow; Mr. Graham Browne giving his usual finished performance in this character.

The story of the play is that Sir Reginald Belsize, a devil of a chap with the ladies, has become engaged to a jealous Peruvian widow, but a wealthy uncle, dying, leaves in his will a clause which disinherits Sir Reginald if he marries a widow. His solicitor, John Travers, has a god-child, Kitty Sylvester. Travers arrives at the conclusion that to marry her to Belsize would be most advantageous. At first Sir Reginald and the widow intend that later a divorce would be arranged to enable Sir Reginald to marry the widow despite the will. Later experience with the widow, however, discourages Sir Reginald, and when he again sees "his wife in name only" under more auspicious circumstances than in the office of his solicitor, he falls desperately in love, and runs away with Kitty, his wife, leaving the widow reduced to hysterical rage.

In addition to the excellent acting of Miss Marie Tempest and Mr. Graham Browne, Mr. Ashton Jarry as John Travers, and Miss Doris Gilham as Rosalie scored individual hits. The excellent performance of Miss Tempest was highly appreciated, and at the close of each act, the curtain had to be raised several times to the acknowledgment of the applause by Miss Tempest and her company. To-night, the last performance of the company in Hongkong on the present tour, "Outcast" will be played. In this play Miss Tempest has an opportunity to display her talent as an actress in a part of more serious character than in the "The Marriage of Kitty."

THE VICAR'S KISS.

SILENCE IN FUTURE.

"Never again will I be tempted to narrate another osculatory experience in a parish magazine. That fatal piece of news spread far and wide with amazing rapidity. But this I must say, I consider you people owe me a lasting debt of gratitude for affording you such a fertile topic of conversation. The 'acrostic' did you, anyway, for only one solution has been sent to me. It was very nearly right, but not quite." This is the third and final reference by the bachelor vicar of Addlestone (the Rev. A. Cumming) to the kiss given him "by an adult female" in the course of his pastoral visitation. This is what he wrote in his Parish Magazine:—"This is a method of salutation to which I am certainly unaccustomed, and as a result, I was embarrassed, to say the least of it. The labial impression upon my cheek was by no means sought after, and after its bestowal I spent some minutes trying to rub it off. I may be summoned to divulge the name of the lady. Shall I do so? Never. Not even if bonds of imprisonment await me."

OUR RABELAISIAN GAZETTE.

Lovers of Rabelais will agree with us, n'est ce pas?, that there is a favour of the Master about this extract from to-day's Government Gazette.

"Offensive Trade", for the purpose of these by-laws, means and includes the trades of blood-boiling, tripe-boiling, soap-boiling, tallow melting, bone-boiling, bone-crushing, bone-burning, bone-storing, rag-picking, rag-storing, mizure-manufacture, blood-drying, fellmongery, leather dressing, tanning, glue-making, size-making, gut-scraping, hair-cleaning, feather-storing, feather-cleaning, pig-roasting, except the roasting of pigs in any domestic building or restaurant for consumption in such domestic building or restaurant by the inmates or visitors thereof, and any other noxious or offensive trade, business or manufacture whatsoever.

POUR SOURIRE.

Fourteen local humourists have called the China Mail's attention to a big sign on Madame Flint's shop, facing Pedder Street. It reads:

MARIE TEMPEST
25 per cent. discount.
Well. What about it?

CONSTABLE MURDERED.

THIRTEEN ARRESTS.

Samshupo which is usually very quiet, was roused to a high pitch of excitement soon after 9 p.m., last night when it was discovered that a Chinese constable had been attacked and stabbed to death by a band of desperadoes. It appears that the constable C048, Leung Kai, who was off duty last night, was taking a stroll in Kremer Street at about 9 p.m., when he was suddenly attacked from behind by several men armed with knives. Before he had a chance of defending himself, the constable was stabbed in the back. He put up a desperate fight for life, but in the course of the uneven struggle, he was stabbed several more times in the back and chest, and eventually collapsed. His assailants then decamped. The Police were informed, and Inspector Lanagan and a party of Police went to the scene and there picked up the constable who was in an unconscious condition. He was taken to the Police Station where he was attended by two European doctors who examined him and found eight wounds. These were dressed and about an hour later, he was removed in an ambulance to the Government Civil Hospital, but died as he was being transferred to the launch. As the result of enquiries made subsequently, Inspector Lanagan learned that the people responsible for the constable's murder were a number of ash coolies who had sworn revenge against the constable for effecting the arrest of some of their clansmen. Thirteen men have been arrested, and are being detained by the Police for enquiries.

FAIRWAY OBSTRUCTION.

FOUR CHINESE FINED.

Four Chinese women were charged before Commander Beckwith, in the Marine Court yesterday, with having allowed their respective junks to obstruct the Southern Fairway. All four defendants pleaded guilty. They said that they had been put out of their course by the strong wind. Commander Beckwith remarked that during the past year the regulations regarding obstruction had been loosely observed. He proposed in future to enforce them and had instructed the junk inspectors accordingly. The defendants were each fined \$10.

KINEMA NOTES.

HONGKONG THEATRE.

To-night at the Hongkong Theatre a splendid picture entitled the "Capitol" by W. W. Hodgkinson, will be shown. It has been brought up to date by the dramatist and reveals many angles of the political situation at Washington. The scene is laid in American society circles and the story turns with sensational episodes. The burning of a bungalow is shown, featuring a very thrilling escape. Another exciting episode is the capsizing of a canoe, containing the star and one of the leading "male players, in the Potomac Falls. Miss Baird takes the leading part and plays in a very convincing manner. The picture abounds in everything that makes an ideal entertainment.

A SNATCHER.

Inspector Gordon this morning charged a Chinese before Mr. R. O. Hutchison with snatching a silver purse containing two \$10 notes, some \$1 notes, and other articles valued at \$60 from Mr. Wittich, wife of Mrs. Wittich of the King Edward Hotel. Defendant pleaded guilty. Inspector Gordon said that yesterday afternoon Mrs. Wittich, went to 23 Humphreys Buildings, Kowloon, to visit a friend. She went up the first flight of steps unaccompanied. When she had reached the top of the second flight and was about to knock at the door, the defendant rushed out from the shadow and snatching the purse bolted down the steps. She followed him and when they got into the street, Miss Haynes joined in the chase. The defendant ran into a narrow side lane. A coolie also came out from the servants' quarters and cornered the defendant who was eventually caught, and taken to the station. When searched the chain of the bag was found in one of his shoes. The bag was in one of his pockets and a \$10 note was found in another. All the property with the exception of \$10 was recovered. Six months and twelve strokes.

TENNIS LEAGUE.

The following will represent the Chinese Recreation Club Team in the Tennis League match against the Hongkong Cricket Club team, to-day, at 4.30 p.m., on the Hongkong Cricket Club Ground:—Ng See Kwong and Choy Man Ping; Lo Man Fan and Wong Po Keung; Lo Man Wai and Lo Man Ho.

ADVERSARIA.

Adversaria are more quoted between Tokyo and Colombo than any other writings in any other newspaper. There's a reason. Adversaria cure melancholia, misanthropy, pessimism, humbug, thoughtlessness, and all other diseases of the brain. Packed up in daily doses, about ten doses per day, price ten cents—or only a cent a dose. Doctors recommend it. Readers who find any difficulty in getting it are recommended to apply at the Chief Dispensary, at Flower Street, where arrangements can be made for regular despatch. Prepared only of the best and purest materials. Beware of no imitations. Adversaria are inimitable.—Advt.

DEPARTED.

Per s.s. "Nile"—Mr. A. Abbons, Mr. S. J. Bracom, Miss S. de la Cruz, Mr. R. Dennis, Mrs. C. Doyle, Miss J. Doyle, Miss P. Doyle, Master K. Doyle, Miss K. Doyle, Master S. Doyle, Miss R. Doyle, Mr. W. E. Hobbs, Mr. C. M. Harding, Mr. J. Kueneman, Miss E. R. Mathews, Mr. and Mrs. Jos. E. Mack, Miss V. Manilla, Mr. O. P. Nelson, Mr. P. de Obarric, Mr. W. S. Pinley, Mrs. L. A. Riter, Miss L. E. Riter, Master I. O. Riter, Miss M. Riter, Mr. E. P. Steining, Mr. L. Salfrom, Miss E. C. K. Waterhouse, Miss E. A. Windram, Mr. P. de Zerner, and Mr. D. Windram.

Per s.s. "Nellie"—Mr. Van Stryen, Dr. Van Aken, Mr. Jenkins, Mr. and Mrs. G. Frankland, Major and Mrs. Correia, Mr. and Mrs. Pereira, Mr. J. R. Green, Mr. A. Srok, Mr. Gell, Mr. Wallis, Mr. Rezende, Mrs. Lawford, Miss Gell, Miss Rose, Mrs. Clarke, Mr. and Mrs. C. O. Spamer, Mr. Saul, Mr. R. M. Shively, Mr. G. H. Wilson, Mr. J. Hazam, Mr. D. Morrison, Mr. R. A. Burroughs, Mr. and Mrs. D. Cox, Mrs. K. Ellison, Miss E. D. Elison, Mrs. Roth, Capt. E. D. Blackburn, Mr. E. J. R. Mitchell, Mr. H. H. Hunkies, Mrs. Garling, Mrs. Waddell, Mr. and Mrs. Schamhart, Mr. and Mrs. Hertzler, Mr. T. H. Smith, Mr. Valera, Mr. A. Roza, Mr. W. Dantals, Mr. J. Short, Mrs. Taxeira, Mrs. Valera, Mrs. H. G. Lane, Mrs. Robertson, Mr. T. P. Van, Miss Cox, Rev. and Mrs. Norton, Mr. A. E. Knibb, Mr. C. M. Anderson, Mr. J. E. Olsson, Mr. L. Dreyfus, Mr. Schlumberger, Mr. H. G. Lazne, Mr. J. Habib, Mrs. Olsson, Miss Harren, and Miss F. Lloyd.

COCAINE CULTIVATION IN FORMOSA.

OVER 500 ACRES PLANTED.

The *Taiwan Shimbun* (Formosa) on April 20 published an article on the cultivation of cocaine in Formosa. A Peking dispatch gives the following translation of the article, from which it will be seen that Japan seems determined to keep up her reputation for the supply of deleterious drugs. The reference to the fine field for the sale of the drug in China is significant.

At first when the importation of cocaine was cut off during the war it was very generally remarked that Formosa was suited for the preparation of the trees from which cocaine is derived and that enormous profits could be got from planting the trees and manufacturing the cocaine.

Later, there were a great many in different parts of the island who planted trees by way of experiment, but as in the majority of cases it was nothing more than an experiment, only a nominally successful result was obtained. It was not definitely shown whether it could be carried on as a business with the certainty of profits.

The Tainan branch of the Abe Shoten, however, having applied for and obtained a permit for the purchase of about 720 acres in Chikushi-Mon-Kagi Prefecture, planted over 150 acres about two or three years ago. During the past year 360 additional acres have been planted and the manufacture of cocaine has commenced.

The result has been better than anticipated. A yield of about 42 pounds of cocaine is obtained from the leaves of the trees on one acre of land. Formerly Germany had a monopoly of the manufacture, and supplies were entirely stopped. The price rose accordingly to more than \$150 a pound. And there still will be no decline from this price until the productive capacity of Germany is restored.

Since the use of opium was forbidden in China, an inclination has developed to substitute cocaine for it, so that the prospects for cocaine will henceforward be all the brighter. As an industry for Formosa it is evidently one that will be extremely profitable. At any rate, it is considered a matter for congratulation that Formosa has this year for the first time obtained a yield of 42 pounds of cocaine to the acre.

MALARIA.

THE "TIMES" SUGGESTIONS.

A COUNCIL OF PERFECTION.

The *Madras Mail* observes—The *Times* injunction to make it obligatory in the colonies and dominions to isolate malarial patients and drain marshes and stagnant pools, etc., as a preventive of malaria is a counsel of perfection as far as India is concerned. With few exceptions, malarious tracts in India are not comparatively small patches of marsh or badly drained land, but immense tracts of country exceedingly fruitful by the very nature of their physical characteristics. To drain them would probably mean to destroy their productive character altogether and to isolate sufferers would mean the isolation of the whole population. To argue from success secured at the Panama Canal and Khartoum is to argue from particular cases to general conclusions. What was possible there may not be possible everywhere. Where it is possible, of course, it is the only thing to do; but big as were those achievements, they were very small when compared with the problem of draining the water-logged, but immensely fertile lands of Bengal or the extensive Terai region that stretches along the foothills of the Himalayas and other mountain ranges in India, where the finest forests are to be found. If the precautions advocated by the *Times* were as simple as is claimed for them, the malaria campaign in India would long ago have ended in the disappearance of the disease. That malaria is still the cause of the majority of deaths in India proves that the remedy is not so simple as the *Times* thinks. The prophylactic virtues of quinine are undoubted; protection from mosquitoes by nets or mosquito-proof dwellings is advantageous; the destruction of mosquito larvae by means of kerosene oil, and small fishes that feed on the larvae and the mosquitoes, has been tried with various degrees of success. That malaria persists proves that the problem is not easy of solution. In towns it may be possible to protect human dwellings in the way suggested but the treatment of areas much larger than the British Isles is another question altogether. Much has been done, and much remains to be done, to reduce the heavy mortality from malaria in India; but that the medical and sanitary authorities will ever get the upper hand of it, has been done with enteric and certain other diseases, is more than doubtful as long as the conditions remain as they are.

PATRIOTISM NOT ENOUGH.

"All through the nineteenth century there was a perfectly senseless and even ruinous conflict between the idea of patriotism and the idea of the unity of civilisation," says the *New Statesman*.

"People who called themselves internationalists were more often than not people who regarded the love of one's country as a vice. They did not realise that in doing so they were dealing a disastrous blow to the cause of the success of which they had at heart. If internationalism can be purchased only by the sacrifice of one's country, the average man will have none of it any more than if it could be purchased only by the sacrifice of his mother and his children."

"And the instinct of the average man in this matter is sound. If a man is indifferent to the fate of his own family or his own country, it is not likely that he will have a heart to spare for Europe or the world."

"It seems to us that, at the present day, democrats will make a serious mistake if they allow themselves to be driven by disgust with the excesses of national egoism into disgust with nationalism itself. The fact that Poland has a swelled head is not an argument that Poland should have no head at all. The mutual suspicion of European nations, odious as it is, should not make us indifferent to their liberty. We see perversions of patriotism everywhere. The cure for these is not the abolition of patriotism, but a better sort of patriotism."

"Patriotism, we may be told, is bound ultimately to lead to national egoism. We admit that egoism is a vice difficult to eradicate either in the nation or in the individual. Both men and nations are imperfect, and they cannot be made perfect at this stage in the history of this particular planet. All we can do is to make the best of them—to take co-operation and goodwill out of the realm of soppy phrases and see that they play their part as realities in politics. In a real League of Nations the various patriotisms would not vanish but co-operate."

"Man does not need to be indifferent to his family in order to serve his country, and he does not need to be indifferent to his country in order to serve the world. If internationalism cannot reconcile itself with this fact, internationalism is doomed. An anti-patriotic internationalism can only result in leaving the bellowing and bellicose sort of patriots in full possession of the field. For a bellowing patriot, in the eyes—and ears—of most people, is better than no patriot at all."

PASSENGER FARES.

THE NEW P. & O. RATES.

SAD NEWS FOR EXILES.

Freights may go down but passenger fares between the Far East and Europe continue to advance, says the *Strait Echo*. A few days ago we published the increased rates between England and Rangoon by the Bibby and Henderson Lines. To-day we learn that the P. & O. has raised the single fare from Penang to London from £80 to £114, first class, and from £54 to £80, second class, an advance of nearly 36 per cent in the first case and nearly 60 per cent in the second. This is a very serious matter for the local resident whose passage home and out—that of his family—is not paid by the Government. The Municipality or some other employer, and civil servants may congratulate themselves on having got this question settled to their satisfaction in the latest salaries scheme. Moreover, return tickets hitherto issued at a fare and a half are henceforth to cost a fare and three quarters. It is due, we suppose, to the increased cost of everything, particularly labour, used in building and running an ocean-going steamer with our old friend "supply and demand" lurking in the background. No doubt Lord Inchcape will be able to make out quite a good case for the increase and prove that the P. & O. still carries passengers practically "for love" when he next meets his shareholders. Personally the writer, who has probably been about on the high seas during the past six years as much as any other uncommercial traveller, must confess that the more he travels on other companies' lines the greater his liking for the P. & O. becomes especially now that the income and ridiculous restrictions of the Sutherland regime have vanished. But a little real competition would not at all be a bad thing either for the public or the company.

Meantime, the man who is neither a rubber king, a tin magnate, an official or an employee on an agreement—in a word the wretched being who has to pay his own way with his own money—can only pray for the cheaper intermediate service or else make up his mind to do what many of the very "naïveté" people in India did in the days before the war and that is travel second-class on the mail. And why not? The food is practically the same as "over in the first" with just a course or two missing, the accommodation on the more modern mail ships is excellent and likely to be better still on the vessels just launched, while the society more pleasant.

Still it is curious and rather painful to note how little provision is made for the middle and professional classes in the new scheme of things as arranged on the one hand by Capital, which sees the purchasing power of its wealth rapidly diminishing, and on the other by Labour, determined to obtain by hook or by crook at least a substantial share of the "swag."

In connection with the visit of Sir Dennis, it is interesting to note that Messrs. Alex. Ross & Co. have just been appointed sole agents for Dennis Bros. of Guildford, Surrey, manufacturers of fire engines, omnibuses, char-a-bancs, motor lorries, etc. Now for a bus service in Kowloon!

NEW AIR SCREW.

AUSTRALIAN ENGINEER'S INVENTION.

A public demonstration is to be made shortly of a new type of air screw, the invention of an Australian engineer. It is made on the turbine principle, both of the blades being fitted with a set of fins in a staggered relation. Workshop tests have shown that for a given number of revolutions per minute the air speed produced by this propeller is, in comparison with that produced by the ordinary type, as five to three. It is claimed that the turbine fins can be fitted to ordinary propellers by a simple metal attachment. The fins have the effect of giving the necessary extra strength required to act against any increase of leverage on the leading edge of the blade.

READY FOR TOURISTS.

FRENCH HOTELS IN BATTLE ZONE.

In view of the rumours said to have been spread by Germans in the United States that French hotels are crowded out and that French people are eating tinned food, it is to be noted that full arrangements are being made to cope with the avalanche of 1,000,000 foreigners who are expected to descend upon France, this summer.

The influx of visitors is to be controlled at a national office attached to the Ministry of Public Works. The country has been divided up into circuits, and British and American visitors may choose any circuit they like.

In the devastated districts, where there is no proper hotel accommodation, train hotels, composed of former Red Cross coaches, will be used. A fixed tariff has been decided upon by all hotel-keepers.

The Bank of France is issuing special travellers' cheques of a value of £2, £4 and £20. Foreigners may pay their hotel bills with these.

LAUNCH OF THE MUTSU.

FATAL ACCIDENT.

A fatal accident occurred at the launch of the battleship "Mutsu," which took place at Yokosuka. In spite of a written notice posted on the ship, a crowd of about 1,000 persons crowded under a crane, when a guard, who was regulating the crowd, was away for a time. The crane, which was old and out of order, suddenly descended, with the result that one man was killed, and three others were badly hurt. Five more were slightly injured. Hearing of the accident, the Commandant at Yokosuka gave some condolence money to the family of the man killed.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "CHINA MAIL" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "CHINA MAIL" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the "CHINA MAIL" will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

TO ANNOUNCE

THAT WE HAVE BEEN APPOINTED SOLE AGENTS FOR HONGKONG AND SOUTH CHINA FOR

DENNIS BROS. GUILDFORD

MOTOR FIRE ENGINES
MOTOR CHAR-A-BANCs
MOTOR LORRIES, ETC.

MAY WE HAVE YOUR ENQUIRY?

ALEX. ROSS & CO.
25, DES VOEUX ROAD, C.

TEL. 27
GARAGE KOWLOON
TEL. K417

NOTICES.

Packed where they grow,
the day they are picked.

APRICOTS	"Del Monte"	per tin	63
APPLES	"S & W"	"	60
BLACKCURRANTS	IXL	"	50
BLACKBERRIES	"Del Monte"	"	50
CHERRIES WHITE	"	"	60
" BLACK	"	"	70
DAMSONS	Chivers	"	60
FRUIT SALAD	Cluff's	"	90
GREENGAGES	"Del Monte"	"	50
LOGANBERRIES	"	"	60
PEACHES	"	"	60
" SLICED	"	"	60
PEARS BARTLETT	"	"	60
PINEAPPLE	"	"	45
PLUMS VICTORIA	"	"	60
RED & GOLDEN	Chivers	"	60
RASPBERRIES	"Del Monte"	"	75
STRAWBERRIES	"	"	75

LANE, CRAWFORD & CO.

COLUMBIA

NEW RECORDS RECEIVED.

- A 1516 (Cohen on the 'Phone Happy 'Tho Married) Comic
- A 2251 (Simplicity L'ardita Valse) Whistling Solo
- A 2494 (The Boy & the Birds In the Valley of Sunshine) Descriptive Princes Band
- A 2885 (Peggy Say it with Flowers) Tenor Solo Henry Burr
- C. Harrison

THE ANDERSON MUSIC CO., LTD.

16 DES VOEUX ROAD, TEL. 1323.

ROUND THE ISLAND OF HONGKONG.

THE BEST & MOST COMFORTABLE MOTOR CARS.

THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7-passenger Motor Car \$12.00

OAKLAND, 5-passenger Motor Car \$ 8.00

Phone 2499. BREEZY GARAGE,

161, Des Voeux Road, Central,
(next to Sincere Co., Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.
TANSAN is a DELICIOUS DRINK.
TANSAN is ABSOLUTELY PURE.
TANSAN is an AID TO DIGESTION.
TANSAN does NOT LOWER THE SYSTEM.
TANSAN is a PICK ME UP.
TANSAN has NO EQUAL.
TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

TANSA

Beware of spurious imitations which are unpalatable and dangerous.

See that the label bears the name of

J. CLIFFORD-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

AGENTS:—

GANDE, PRICE & CO., LTD.

TEL. NO. 124.

6, QUEEN'S ROAD, CENTRAL.

CLARA

KIMBALL

YOUNG

— IN —

"CHEATING
CHEATERS"

An exceedingly
Clever and Amusing
Six Reel Comedy

An all Star cast
of players popular
with Coronet patrons

Gorgeous gowns &
a woman who knows
how to wear them.

CLARA

KIMBALL

YOUNG

— IN —

"CHEATING
CHEATERS"

ALSO

A FINE BOLIN COMEDY
"HEAR 'EM RAVE"

AND

PATHE'S BRITISH GAZETTE

TO-NIGHT

at 5.15

& 9.15

AT

TO-NIGHT

THE CORONET

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

SAILINGS—
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & S. Co., Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.

S.S. "LOWTHER CASTLE"

About end of July.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA

S.S. "PERSIA"

Sailing on or about 30th June.

S.S. "PILSNA"

Sailing on or about 11th July.

FOR BRINDISI, VENICE & TRIESTE

TAKING CARGO ON THROUGH BILLING
TO LEBANT, BLACK SEA & DANUBE PORTS.

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "RIJUN MARU"

Sailing on or about 27th June.

FOR JAVA.

S.S. "HOKUTO MARU"

Sailing on or about 27th June.

OCEAN TRANSPORT Co., Ltd.
(TAITO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN
PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

1st APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS
BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HIMALAYA MARU (Call Marseilles) Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Maguitina, Durban and Cape Town via Singapore.

MEXICO MARU—Sunday, 8th August.

CHICAGO MARU—Tuesday, 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

BURMA MARU—Middle of July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

SHISEN MARU—Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

MITSUBISHI MARU—Friday, 18th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU—Tuesday, 28th June.

ARIZONA MARU—Saturday, 17th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

AMAZON MARU—Saturday, 26th June.

JAPAN PORTS—Moi, Kobe Yokohama, Yokohama.

KOBOSU MARU (Thama, Koi) Wednesday, 23rd June.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKUSA MARU—Monday, 21st June.

TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA,
SANDAKAN & QUEENSLAND PORTS"GARO" (Cargo only) July 2nd.
"HWAH" (Passenger) July 4th.
(Calling at Port Darwin)

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO. LTD.

413 Consuept Road Central.

Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI	YUNAN	June 19, at 4 p.m.	
SHANGHAI & TSINGTAO	CHENAN	June 20, 10 p.m.	
SHANGHAI & TIENTSIN	PAOTING	June 21, at 5 p.m.	
WELHAIWEI, CHEFOO, NEWCHANG	KECHOW	June 21, at 4 p.m.	
SWATOW & BANGKOK	CHENYU	June 22, at 11 a.m.	
AMOI, SHANGHAI AND PUKOW	SHIYANG	June 23, at 10 a.m.	
SHANGHAI & TSINGTAO	SHIYANG	June 24, at Noon	
SHANGHAI & TSINGTAO	TAIYU	June 24, at 4 p.m.	

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

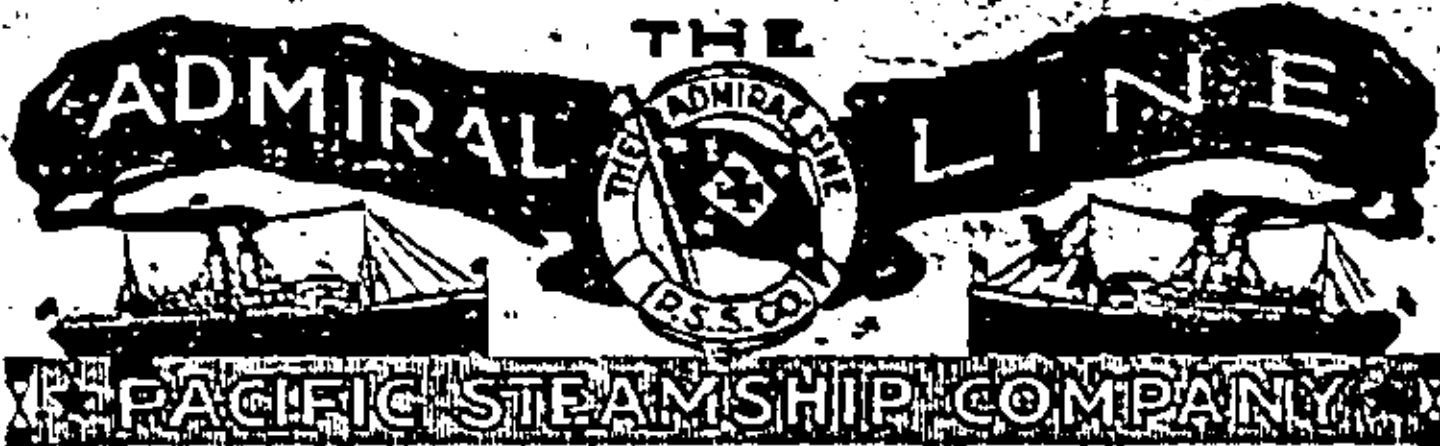
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 35.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONTIC" (Call at Shanghai and Kobe) About June 22nd.

"WHEATLAND MONTANA" About July 12th.

"ENDICOTT" About July 18th.

"ELTON" About Aug. 12th.

For PORTLAND Direct.

"WARAN" (Call at Shanghai and Kobe) About June 23rd.

"ABERCO" About July 4th.

"PAWLET" About July 28th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.

Via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING ABOUT

S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

S.S. WEST HIKKA Aug. 10. S.S. WEST HIKKA Aug. 12.

Through Bills of Lading to all U.S. and Canadian Overland Points;

no Transshipment en route.

Ship's connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—LOS ANGELES, CALIF.

Branch Offices—KOBE, SHANGHAI, MANILA, SINGAPORE.

Hongkong Office—Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON,

Telephone No. 1062. General Agent for South China.

OSAKA SHOSHEN KAISHA
SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamer Tons Leave Hongkong.

*PERSIA MARU 8,000 5th July.

*KOREA MARU 20,000 14th July.

*TOKYO MARU 20,000 11th Aug.

*SIBERIA MARU 20,000 10th Aug.

*SHINYO MARU 20,000 6th Sept.

From Yokohama. Call at Keelung. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CAILLAS, ARIAS and IQUIQUE.

Thence by Trans-America Route to Buenos Aires.

Steamer Tons Leave Hongkong.

KIYO MARU 11,500 July 12th.

ANKO MARU 15,500 15th Sept.

Tickets are interchangeable with the Canadian Pacific Ocean Steamers, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER,

Telephone 2374 and 23 King's Building.

SHIPPING

C. P. O. S.

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe and Yokohama)

From Hongkong Vancouver

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 28 Sept. 17

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 5

Empress of Japan Oct. 28 Nov. 19

Empress of Asia Nov. 8 Nov. 20

Empress of Russia Nov. 18 Dec. 8

Monteagle Dec. 18 Jan. 3

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. Traffic conditions on the Atlantic are as congested

as on the Pacific. Atlantic reservations can be arranged by cable

or letter for all passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here,

will cover all such reservations.

For Fares and other information please apply to

HONGKONG OFFICE: CANTON OFFICE: CANTON OFFICE.

Telephone 711. Cable address: CANADIAN PACIFIC.

OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 19th 1920. June 19th 1920. July 32nd 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE

O. H. RITTER, Tel. Passenger Dept. 1924.

Prince's Buildings, 100 House Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good
Accommodation for First Class Passengers. Electric Light and Fans in Saloons
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

SAILING LEAVING.

HAIKONG Capt. A. H. Stewart TUESDAY, 22nd June, at 3 p.m.

HAIKONG Capt. J. S. Thomson FRIDAY, 25th June, at 3 p.m.

HAIKONG Capt. W. C. Passmore TUESDAY, 29th June, at 3 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK
VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MARINE AGENTS

"ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co., Ltd.)JAPAN, CHINA AND STRAITS
TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For LONDON AND HAMBURG "KATHLAMBA" On 10th July.

Subject to change without notice.

Or to REIS & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"DEUCALION" via Suva 8th July.

Steamers proceed via Suva Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REIS & Co. CANTON.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.

June 21.—O.S.K. Amakusa M.

22.—D.L. Hailong.

23.—D.L. Hailong.

24.—D.L. Hailong.

25.—D.L. Hailong.

26.—D.L. Hailong.

27.—D.L. Hailong.

28.—D.L. Hailong.

29.—D.L. Hailong.

30.—D.L. Hailong.

31.—D.L. Hailong.

32.—D.L. Hailong.

33.—D.L. Hailong.

34.—D.L. Hailong.

35.—D.L. Hailong.

36.—D.L. Hailong.

37.—D.L. Hailong.

38.—D.L. Hailong.

39.—D.L. Hailong.

40.—D.L. Hailong.

41.—D.L. Hailong.

42.—D.L. Hailong.

43.—D.L. Hailong.

44.—D.L. Hailong.

45.—D.L. Hailong.

46.—D.L. Hailong.

47.—D.L. Hailong.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KARMA"	8,000	1st July	MAHARAJA LONDON & A'warp.
"DEVANHA"	8,100	17th July	MAHARAJA LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ITOLA"	5,300	30th June 1 p.m.	Singapore.
"MADRAS"	6,800	4th July	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	20th July	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
"EASTERN"	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	21st June at Noon.	Shanghai, Kobe & Y'ham.
"ST. ALBANS"	4,500	23rd June	Kobe direct.
"DILWARA"	5,400	1st July	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Saloons are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passes for Messing not more than 24 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.
For further information, Passage Fare, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific and Chicago, Milwaukee & St. Paul Railways.
TAMURA MARU (Calling Manila & Keelung) Friday, 26th June, at 11 a.m.
KATORI MARU (Calling Manila & Keelung) Sunday, 4th July, at 11 a.m.
KASHIMA MARU (Calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

NABA MARU | Saturday, 26th June, at Noon. || KAMO MARU | ... | Friday, 9th July, at Noon. |
| IYO MARU | ... | Friday, 23rd July, at Noon. |

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.

TSUBUGA MARU | Monday, 21st June. |

LIVERPOOL & MARSEILLES via Singapore, Colombo,
Suez and Port Said.

TOKIWA MARU | Friday, 9th July. |

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU | Wednesday, 23rd June, at 11 a.m. || NIKKO MARU | ... | Wednesday, 23rd June, at 11 a.m. |

NEW YORK & HAVANA via Kobe, Yokohama, Murnora,
San Francisco, Panama & Colon.

TOYOOKA MARU | Sunday, 20th June. |

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU | Beginning of July. |

BOMBAY & COLOMBO via Singapore.

TALAN MARU | Saturday, 19th June. || YUWOFU MARU | ... | Friday, 2nd July. |

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU | Monday, 26th June. |

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

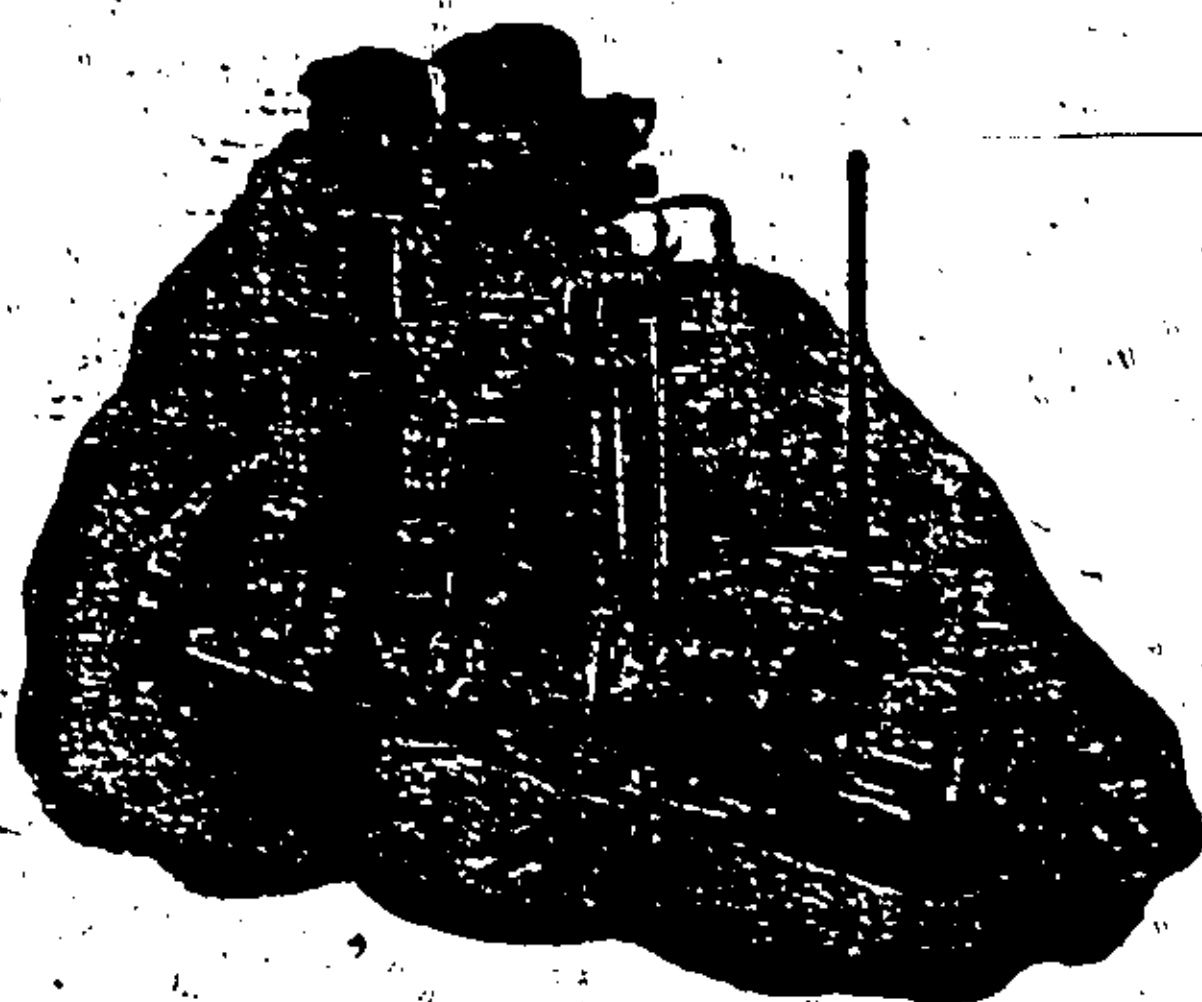
NIKKO MARU | Monday, 21st June, at 11 a.m. || AKI MARU | ... | Wednesday, 23rd July, at 11 a.m. |

SHANGHAI, KOBE & YOKOHAMA.

DURBAN MARU | Tuesday, 22nd June. || PENANG MARU | ... | Thursday, 24th June. |
| ATSUTA MARU | ... | Thursday, 1st July, at 11 a.m. |

For further information apply to—
NIPPON YUSEN KAISHA,
S. YASUDA (Manager)
Telephone Nos. 293 & 294.

BOLINDER CRUDE OIL ENGINES.



Unsurpassed in
Reliability and
Simplicity.

Unsurpassed in
Reliability and
Simplicity.

MARINE ENGINES
DIRECT REVERSIBLES
5 to 500 B.H.P.

**STATIONARY
ENGINES**
3 to 320 B.H.P.

**PORTABLE
ENGINES**
5 to 30 B.H.P.

Stocks Carried or to order of the Following:—

Delco-Lighting Plants.
"Herbert Morris" High Class Chain Blocks,
Cranes, Travelling Trolleys, etc.
"Algor" Boiler Compound.

Motor Bearing Metals.
Knitting Machines.
Motor Garage Pumps.
Tanning Machinery, etc.

Large Stock of Spare Parts Carried.

Sole Agents for the EAST.

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

TEL. 228.

TEL. ADDRESS: ABEONA.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship

"LOWTHER CASTLE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kow-
loon Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
the 21st inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 31st inst. or they will
not be recognized.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
21st inst. at 10 a.m. by Messrs God-
dard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
DODWELL & CO., LTD.,
Agents.
Hongkong, June 14, 1920.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.

THE Company's Steamship,
"IYO MARU,"
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong &
Kowloon Wharf & Godown Company's
Godowns at Kowloon, where each consignment
will be sorted out mark by mark and
delivery can be obtained as soon as
the Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary be-
fore Noon, To-day.
Goods not cleared by the 24th June,
1920, will be subject to rent.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and the Co.'s representatives
at an appointed hour on TUESDAY and
FRIDAY. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, June 18, 1920.

KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO:

DODWELL & CO., LTD., QUEEN'S

BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION.

TIENTSIN, NORTH CHINA

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.
Town Office: 54, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyards: Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 2.
Resumes furnished on application.
Hongkong, April 1, 1919.

STEAMING COAL.

Contracts Solicited for Bunkering Ships
at Hongkong, Shanghai, Keelung (Formosa)
And All Leading Japan Ports.

K. KIMURA & CO.
2, Connaught Road Central.

Cable Add. "Propaganda." Tel. No. 2330.

A. KWAI & CO.

12 & 13 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandelers, Coal Merchants,
Boiler Makers, General Storekeepers
AND
Ship and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 188.

WING KEE & CO.

23, Connaught Road Central.

COAL MERCHANTS.

SHIP CHANDLERS, COMPRADORS
AND
STEVEDORES.

Cable Add. "Wing Kee." Tel. 144.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" | WEDNESDAY, July 14th. || S.S. "VENEZUELA" | ... | WEDNESDAY, August 11th. |
| S.S. "ECUADOR" | ... | |

[ALSO]

The following U.S. Shipping Board vessels

S.S. "WEST CONOR" | Beginning of June for Baltimore via Suez and usual Ports of call. |

HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all Points in the United
States and Canada, also through Bills of Lading issued to Baltimore, Havana,
Central and South American Ports.
For further information apply to

PACIFIC MAIL S.S. CO.,

Hotel Mansions, Cable Address "SOLANO"

Telephone 141.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

For VICTORIA and VANCOUVER, B.C.

— VIA —

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "MATTAWA"

Will sail from HONGKONG on or about 26th JUNE.

Through Bills of Lading issued to Canadian and
U.S. overland points.

For freight apply to:—

P. A. COX,

Acting General Agent,

C. P. O. S., Ltd.

STRUTHERS & DIXON, INC.

HONGKONG.

For SAN FRANCISCO DIRECT

U.S.S.B.

S.S. "EASTERN TRADER"

29th JUNE, 1920.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

For Freight and Particulars apply:—

STRUTHERS & DIXON, INC.,

Agents.

Telephone No. 3008.

Powell's Building.

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" | 3rd July. || "WEST IVAN" | ... | 25th July. |

Further sailings to be announced later.

Through Bills issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

2nd Floor.

HOTEL MANSIONS. Tel. No. 2507.

Koninklijke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LINE.

Telephone No. 1574.

Agents.

E. HING & CO.

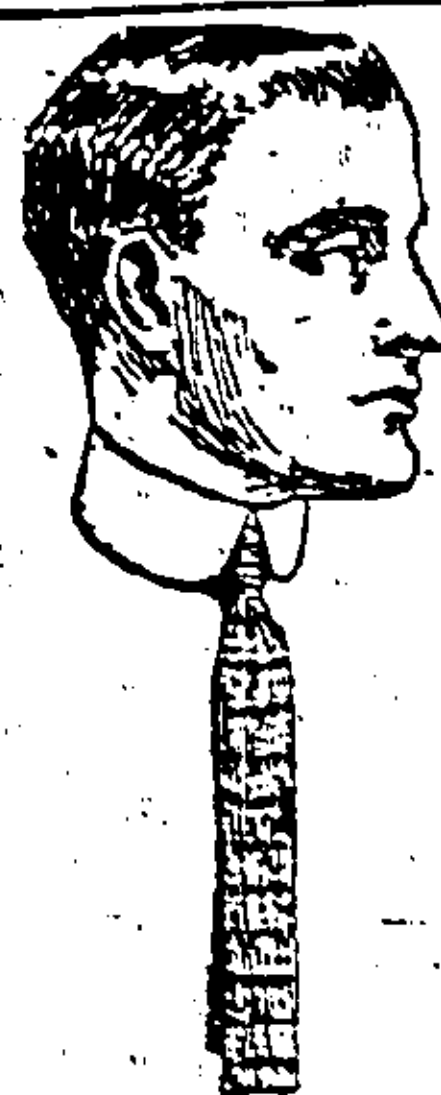
LARGE STOCK OF SHIPBUILDING MATERIALS.

via Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 24, Wing Wai Street, Central.

NOTICES.



Washing Ties

The sort that keep both shape and colour through many a "tubbing".
Very attractive assortment.

For Bows - 25c, 75c each
For Knots 75c, \$1.00, \$1.25 each

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

END OF LEASE—PREMISES SOLD.

BARGAINS

IN

PIANOS

MUSIC & MUSICAL INSTRUMENTS.

Costs are Rising,

Later you will have to pay more!

The Present is your Opportunity.

ROBINSON PIANO CO., LTD.

THE FUJI PAPER MFG. CO., LTD.,
TOKIO.

(The Largest Paper Mill in the Orient.)

Promptitude in Execution of Order

PAPER

Quickest Delivery from Large Stock on hand.

SOLE AGENTS:

THE FUJI TRADING CO., LTD.,

(Inc. in Japan)

HONGKONG.

TURNING TO THE GREAT HOPE.

"MANY MINDS ARE TURNING MORE AND MORE TO EDUCATION AS THE GREAT HOPE."

"Democracy has given to all of us greater responsibilities. A franchise in itself means nothing. We no longer think that the voice of the people is the voice of God. It depends on the people. The old Judges had a fiction that there resided somewhere in the sense of the nation a fount of profound wisdom, on which they claimed to draw when new principles arose for decision. They called it the Common Law. That native wisdom never existed; and the lack of it mattered very little, because all the ruling and ordering and law-making were done by a select few.

Now we have a finger in the pie. We cannot blame a recalcitrant king for the failures. As rulers, we have a new responsibility and need a new equipment. What we think about things has a direct reaction on the things themselves, municipal, national, imperial, universal. Can we rise to the height of our destiny? We must prepare for it, we must educate for it; otherwise we shall fail.

"In the old days the Common Law did not abide in the people; in the new days it must."

"To-day almost every institution which has served man during the past few centuries is on trial," says the *Times Educational Supplement*. "The spirit of criticism and dissatisfaction permeates the social fabric and invades the domain of morals and conduct. Half Europe is at the mercy of visionaries, and the other half is looking on in lost bewilderment.

"The values of the last generation seem as remote as the Stone Age; and the political problems of States which have retained some stability centre round the question whether it is possible to build up a satisfactory national life on the basis of the old, or whether the only solution is to start afresh. Russia has tried the new start; and, so far as the ordinary man can judge the results through the mists of prejudice, the new age of Lenin seems a nearer approximation to primeval slumber than to a heaven on earth.

THE SOCIAL MACHINE.

"We in this country are tending towards a patchwork effort, having a natural dislike of theory and a distrust of panaceas. There is no decline in human energy; on the contrary, it is superabundant. Nations do not die of bodily wound, but only of a decay of the spirit. There is no need to despair of the issue, but there is every need to weigh the adjustments in the social machine with which the bankruptcy of the old system has left us face to face.

"We are a patient race. We have borne for a century the spiritual suffocation of commercialism; and bowed down before the empty gods of the machine. Hobbes described the life of early man as 'nasty, brutish, and short.' There are many to-day who hold to the definition. At any rate, we are past the age of Utopias. But we know one thing, and that is that the human spirit can march with great strides before reaching the impassable hills which mark the limits of endeavour. To the eye of faith there are fertile fields ahead and pleasant valleys where life, still imperfect in texture, will yet wear other colours than the drab tones of to-day. Surely this is a prospect large enough. The only alternative is passivity and despair.

GREAT REVIVAL OF LEARNING.

"Many minds are turning more and more to education as the great hope. We are witnessing, perhaps, the beginnings of a great revival of learning. There was a time, not very long ago, when education used to be the Cinderella of the services of the State, when its only importance seemed to be as a battle-ground between religious factions. We can all count the cost of that attitude among the relics of a shattered world. We are now making new departures, and it is of paramount importance to have an intelligible and satisfactory philosophy as a basis.

"There are two sides which need consideration; the quality of the instructors and the curricula taught. Higher wages to attract the better minds will help us a good way towards the former, as also will the new sense of the national value of their work.

LAW THE SANCTION OF SOCIETY.

"The more complex the machinery of social life, the more imperative

into a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

21,000 A YEAR FOR LIFE.

MR. ARTHUR ROBERTS'S STAGE CONTRACT.

Mr. Arthur Roberts, the comedian, has received from Mr. Charles B. Cochran an offer of £1,000 a year for life—without any stipulation as to the number of performances. Mr. Roberts has decided to accept.

While theatrical managers are searching high and low for new comedians, Mr. Cochran has thus turned to the "old school," for Mr. Roberts, who made his first appearance on the variety stage 49 years ago, is 68.

"Mr. Roberts's engagement will begin as soon as he signs the contract, but his first appearance under my management will probably be in the new revue, *London, Paris, and New York*, at the London Pavilion—his old home—in September," said Mr. Cochran.

"He will be seen chiefly in character sketches," but will, of course, not bear the burden of the whole show. "One part I have in my mind for him is that of a Brighton bath-chair man."

Probably Mr. Roberts's greatest success was as the up-to-date cabman in "Gentleman Joe," in which he appeared with Miss Kitty Lotus. His "low comedy" is inimitable and spontaneous in its originality.

becomes the need for a law-abiding spirit in the citizen of a State. Abuse legality, and it becomes a dead weight on a people. The law of the Medes and Persians which altereth not must have made a hell on earth. The semi-legislation which built up the Brahminical codes stultified the evolution of Indian society. But legalism itself is not a curse; it is an essential. Whenever the legal spirit fails, anarchy and excess follow. It becomes more and more necessary. Only a purified heart and the precepts of the New Testament can take its place—and clearly the time is not yet. Law is the sanction of society. We may cavil at the details here and there, but details are alterable and incidental to the system. We may destroy the social fabric for a dream, and sit naked amid the ashes of our hopes; but, if we agree to live in an organised State, we concur in the existence of law. Therefore we want the legal spirit: the spirit of orderliness, of mutual forbearance, of the acknowledgment of reciprocal rights and duties.

"Society rests ultimately on the individual. It exists for him. That is a point on which Englishmen have no doubt. In the old days the Common Law did not abide in the people; in the new days it must. This is not a new panacea, it is only a strip of the high-road which leads to good citizenship. It is not maintained that a study of the procedure of the High Court or the rules of evidence will help a man much; but that some knowledge of the machinery of government, an appreciation of the meaning and importance of legal institutions, their justification and their place in national life, will help greatly towards a realisation of civic duties and the correct relation between the individual and the State and other individuals.

YOU SHOULD KNOW THE LAW.

"Law has long ceased to be nothing more than a sanction for the broad outlines of morality, and an upright life is no guarantee against a visit to the Courts. Wherever the law enjoins active duties on the citizen, there detailed instruction is necessary: the right of self-help and its limits, the duty of aiding the civil power in disturbances, the registration of births and deaths, bankruptcy, franchises—these are a few instances where the knowledge of some detail is necessary. The outlines of criminal law ought to be known. Cases occasionally occur in the Courts where the accused pleads ignorance. The plea is useless in law, but it is a reflection on education.

"It is possible to cultivate the right habit of mind. The tendency to materialise life, to over-value the ponderable elements—wealth, the utilisation of power, mechanical efficiency—must end in obscuring the vital fact that these are, at the most, accessories. We are yet in mass very near to these values. The problem is how to escape. Education is the great hope. The subjects of one generation cannot entirely be those of its predecessor. Unless the schools are right, everything will be wrong. Airships may sail with a sure swiftness through the heavens, and man may harness the awful forces of radio-atomic energy, while the human spirit still looks beyond in discontent and despair. The discontent is eternal, in the nature of things; but we can make a better life where despair has no place."

"KEEP OFF THE GRASS."

KING ALFONSO FINED.

King Alfonso, who is now at Seville, has just been fined for not "keeping off the grass," or rather, for some beds of flowers that have not yet sprouted in the gardens of the Hispano-American Exhibition which he was visiting.

When the Mayor learned of this he hastened to the place to apologise and explain that the watchman who had imposed the fine has been too zealous, not suspecting whom he was calling to order.

The King smilingly replied that he was delighted to find someone so conscientious and promised that the watchman should receive a present.

ATHLETICS.

BRILLIANT VARSITY MEN.

Attention is always called in a most marked way when an English team or individual is beaten in a championship match that it is only fair (says the *Times*) that special attention should be called to the fact that not only has an Oxford and Cambridge Athletic team beaten the best of the college runners in the United States of America in a two mile relay race, but that in doing so they broke all previous records for the distance. The time taken was 7 minutes 50 seconds, two seconds better than the previous record. This time means that each runner averaged under 1 minute 58 seconds for his half mile, a very wonderful performance. The Oxford and Cambridge team won easily by 40 yards, and were given a wonderful reception by a crowd of 30,000 spectators, who were present on the stands around the track at Philadelphia.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

ST. JOHN'S CATHEDRAL.

THIRD SUNDAY AFTER TRINITY
JUNE 20TH 1933.

Holy Communion at 7.30 a.m.

Children's Service 10 a.m.

Matins at 11 a.m.

Responses: Psalm, Venite, Turler;

(12th Psalm); Psalm, 8 (Crouch,

Hervey); Te Deum, (Turler, Turler,

Tallis (2nd day); Jubilate, Tertius

(2nd evening); Anthem, "Sing, O

Heaven," Sullivan; Hymn, 181.

Holy Communion (12 Noon).

Evening at 6 p.m.

Responses: Psalm, 20, 21.

Magnificat, Haverall (7th even);

St. Dimitris, Woodward. (14th

even).

Hymn, 231, 267, 17.

Union Church, Kennedy Road.

Sunday, June 20.

Services conducted by Rev. G. J. Williams.

11 a.m. Subject of Sermon: "The Need

of a New Kind of Civilisation."

Hymns, 17, 213, 437, 433 Metrical

Psalm No. 67.

6 p.m. Subject of Sermon: How men

may be Divinely Guided. 1. By

the Flaming Sword 2. By the Gap

in the Wall. 3. By Consulting the

Sundial.

(Sunday Evening June 27th. Same

Subject continued. 4. By Wireless

Messages. 5. By Tapping the Baro-

meter. 6. By the Scent of the

Masters' Fandals.)

Hymns, 71, 158, 133, 296, 265.

Peak Church.

8.15 a.m.—Holy Communion.

6.30 p.m.—Evening Service.

First Church of Christ Scientist,

MacDonnell Road.

Sundays, 11.15 a.m.

Wednesdays, 5.30 p.m.

Soldiers' and Sailors' Home,

Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

Roman Catholic Cathedral,

Glensally.

Mass at 8 and 9.30 a.m.

High Mass at 8 a.m.

8.30 p.m.—Benediction of the Blessed

Sacrament.

St. Joseph's Church,

Garden Road.

Mass and Sermon at 10 a.m. followed

by the Benediction of the Blessed

Sacrament.

NOTICES

DAIRY FARM NEWS.

FROZEN SMOKED FISH

New shipment ex S.S. "Cardiganshire"

SELECTED FILLETS	60 cents per lb.
FINNAN HADDOCKS	50 " " "
SELECTED KIPPERS	40 " " "
RED HERRINGS	30 " " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY'S

FAR-FAMED

India Gauze Underwear

Our "India Gauze" Cotton underwear is known all over the East. It is light and cool but porous and durable. Absorbs perspiration and prevents chills. All the numbers on offer are made specially for us and are not obtainable elsewhere. We hold large stock and the prices are exceedingly low.

QUALITY III

Vests with button fronts and short sleeves. Our Leading value where a really cool, comfortable and unexpensive vest is required.

Sizes:	32	34	36	38	40	42	44	46	48	50
	\$11.75	12.25	12.75	13.50	13.75	14.25	14.75	15.25	15.75	16.50

No. 222. Style as above, Slightly heavier.

Sizes:	32	34	36	38	40	42	44	46	48	50
	\$14.50	15.25	15.75	16.25	16.75	17.25	17.75	18.25	18.75	19.50

No. 440. Style as above but Superior Quality.

Sizes:	32	34	36	38	40	42	44	46	48	50
	\$15.50	16.25	16.75	17.25	17.75	18.25	18.75	19.25	19.75	20.50

QUALITY 330

Splendid quality Indian Gauze Vests with ventilated Gusset. Cool and comfortable.

Sizes:	32	34	36	38	40	42	44	46	48	50
	\$15.25	15.75	16.25	16.75	17.25	17.75	18.25	18.75	19.25	19.75

QUALITY 322

English made Pure white India Gauze Buttonless Fronts. An excellent vest for washing and wear.

Sizes:	32	34	36	38	40	42	44	46	48	50
	\$15.25	15.75	16.25	16.75	17.25	17.75	18.25	18.75	19.25	19.75

No. 111. Short India Gauze Drawers.

Sizes:	32	34	36	38	40	42	44	46	48	50
	\$1.30	\$1.30	\$1.30	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50

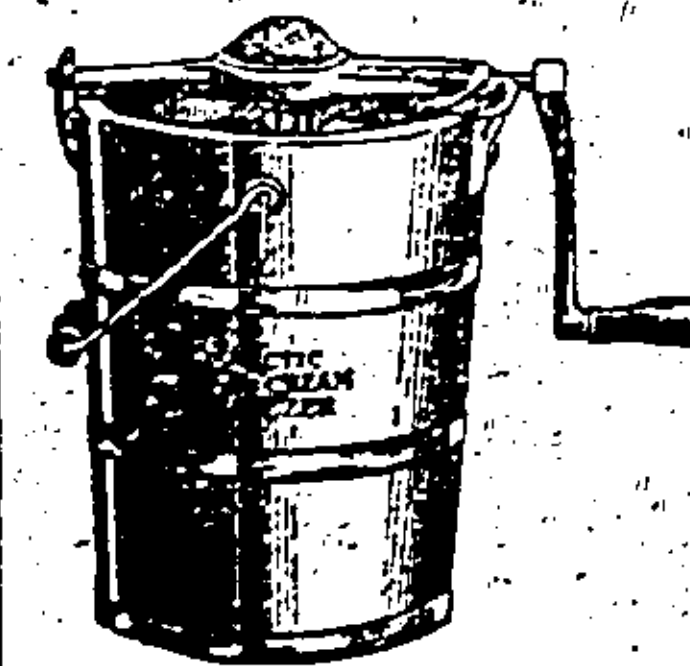
We can confidently recommend any of the above lines to anyone wanting a light, cool and absorbent underwear. Non irritant.

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A FREEZER THAT IS



RELIABLE
EASY TO HANDLE
QUICK TO SATISFY

ASK FOR THE "ARCTIC" WHEN
YOU COME IN NEXT TIME.

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

Under the Distinguished Patronage of H. E. The Governor and Lady Stubbs.

FRIDAY NEXT!

FRIDAY NEXT!!

FRIDAY NEXT!!!

HUMPHREY BISHOP COMPANY

"The Brightest, Cheeriest and most Entertaining Show that has visited Hongkong."

POPULAR PRICES - - \$3, \$2, & \$1.

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NEW SUMMER GOODS!

NEW SUMMER GOODS!!

COME AND SEE THEM.

THE ONE PRICED STORE.

THE SINCERE Co., LTD.

Sparkling,
Refreshing,
Cleansing—

every glass of ENO'S bubbles over with life, health and happiness. Palatable and delightful at any time—yet it's the regular morning glass of ENO'S that does the most for the mind and body and gives the normal healthy outlook for the day ahead.

There is no simpler or more natural remedy for the maintenance of good health and buoyant cheerfulness than the daily glass of water with a dash of

**ENO'S
FRUIT SALT**
SOLD THROUGHOUT THE WORLD.

Prepared only by
J. C. ENO, Ltd., "Fruit Salt" Works, London, Eng.
The words "ENO'S FRUIT SALT" are our registered Trade Mark, and have been known for half a century by the Trade and Public to mean the preparation of J. C. ENO, Ltd., and no other. It is frequently referred to shortly as ENO'S.

Insist
on
getting
this
bottle.



THE POSSIBILITIES OF AN INDUSTRIAL IRELAND.

His late Majesty, King Edward VII., standing in St. Patrick's Hall, once expressed the following hope—

"I rejoice to hear of a newly awakened spirit of hope and enterprise among my Irish people, which is full of promise for the future. It will be a source of profound happiness to me if my reign should be coincident with a new era of social peace and of industrial and commercial progress in every part of Ireland."

Considerable prosperity has come to Ireland in the past few years, mainly owing to the enhanced value of her agricultural products, and she has, in addition, important prospects in the future development of her natural resources. Extreme political sentiment should be put aside in favour of an active policy of industrial development in which all Irishmen might join hands to make up the leeway of the past century. In a few cases, firms have extended minor manufacturing and ship-repairing branches to Ireland, but many entirely unexplored possibilities are possessed by the country in other and larger directions.

At the present time, the power problem is one that is more and more affecting industry the world over, owing to the increasing scarcity and cost of fuels. It is popularly imagined that Ireland has never been an industrial nation because of their absence. It would be more correct to state that she has never been such because, for various causes, they have never been exploited, and the same applies to her minerals. She has iron and coal, not in enormous quantity, but sufficient to have developed important industries which, unfortunately, are non-existent. Ireland has peat beds which the inventions of the past few years have made of incalculable potential value, but to which invention has not yet been applied. Other countries on the Continent of Europe have created flourishing new industries, and provided power for the maintenance of existing ones, from their peat deposits. It is estimated, by competent authority, that the peat bogs of Ireland, which cover no less than one-seventh of its surface, represent,

with the value of the land reclaimable, a sum of £1,200,000,000. The fact that, in Holland, the peat bogs are very expensive to purchase, a bog only 6 or 7 feet deep being stated to sell for £97 per acre, as against the price (if any market at all), in Ireland, of about £2 per acre, with better turf, 20 to 30 feet deep, discloses a remarkable state of affairs.

The history of peat has not been without some failure, but nothing has recently been attempted under the entirely different conditions that now exist. Any syndicate putting down a modern suction gas plant for the production from peat of gas for power purposes, with the recovery of the by-products such as sulphate of ammonia, etc., can, after chemical analysis of the peat in the locality, now arrive at an exact calculation as to output, and make a more accurate calculation of profits compared with capital—charges—and running expenses, than in many new ventures, and one wonders, therefore, why so little progress has been made. The explanation probably lies in the fact that the unfortunate onset of the past quarter century has prevented anybody, particularly an outsider, undertaking, under penalty, to supply factories, if installed, with the peat required for a reasonably long enough period to render such projects safe financial propositions. The cutting of peat has, also, hitherto been merely a side issue to a few farmers in their spare moments, and no attempt has been made to make its recovery the skilled industry that its national value demands.

Mr. Henry Ford, who has recently installed a large industry in Cork, for the manufacture of his agricultural tractors, finds his Irish workmen most adaptable. With the same treatment of employees as that which is in vogue in the Ford firm, there should be every possibility of the success of new undertakings. Ireland presents a good field for capital in the years immediately ahead. Owing to the prosperity of the agricultural community in Ireland, money is plentiful (and largely lying idle in the banks), and there is, in consequence, a good market, especially for agricultural appliances like the Ford Tractor, as well as a large sum available for investment in connection with the undeveloped natural resources of the country.

Commissions of enquiry have recently sat on the question of the water power, coal, and peat resources of the country, and the reports when issued, will, no doubt, focus greater attention on Ireland's resources.

It is not possible to deal at length with the variety of opportunities that exist in Ireland. The peat question has been somewhat stressed because

it is little realised that the matter is on an entirely different footing to the past, mainly due to the fact that peat containing from 60 to 70 per cent. moisture can now be satisfactorily dealt with, for power gas purposes, without further treatment; that recent electrical improvements in long distance transmission now permit current to be widely distributed with little loss en route; that coal and oil fuels are increasingly costly; and, lastly, but not least, that in Ireland, for the past eight years, a large factory has been run, exclusively on peat gas, without a stoppage, and has saved the proprietor thousands of pounds over the cost of imported coal.

Another case that came under the writer's notice recently in the South of Ireland was that of the live cattle export trade, which has been truly described as wasteful, unprogressive, and fatal to local industry. The institution, in lieu of a dead meat trade, would lead to industries such as curing, salting, and preserving food, refrigeration, tanning, boot making, and a host of lesser industries, the aggregate value of which is probably greater than that of the meat itself. This matter is now receiving some attention, and Irish farmers have met in conference and decided themselves to raise the capital necessary for the institution, on a large scale, of a dead meat trade.

The mineral industries of Ireland have been of considerable dimensions in the past, but, from various causes, have fallen into neglect. Good minerals exist, but the excavations have probably hardly scratched the surface, and possibly a new examination of the mineral areas by the diamond drill would disclose good deposits below those already worked.

Generally speaking, Ireland might easily become a populous country, giving constant and remunerative employment, without any necessity for the unfortunate emigration of the past. It should be unnecessary for the writer to add that he had no personal interest in any unduly rosy presentation of the case beyond the desire to see a naturally gifted population forming a contented and prosperous portion of the Empire.—ROBERT R. HOARE, in The New Witness.

FOR A LAME BACK.

WHEN you have pains or lameness in the back betwixt the parts, with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this balm and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

NOTICE OF REMOVAL.

THE AULT & WIBORG CO.

On and after SATURDAY June 19th, we will be located in our New Office at No. 81, Des Voeux Road Central, where we will expect a visit of inspection from our good friends.

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PORTLAND CEMENT.

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SHAW-WATSON & CO

ENTERTAINMENT.

THEATRE ROYAL

TO-NIGHT, at 9.15

MARIE TEMPEST

Plan at MOUTRIE'S "OUTCAST." Popular Prices.

NOTICE TO SHIPPERS AND PASSENGERS.

(Continued from Page 12)

JAPAN PORTS.

July 22—C.S.S. Yatsushiro.
23—C.S.S. Tsuru.
24—B.F. Nishikawa.
25—Y.K. (D. & Co.) Nishio M.
26—Y.M. (D. & Co.) Nishio M.
27—Y.M. (D. & Co.) Nishio M.
28—Y.M. (D. & Co.) Nishio M.
29—Y.M. (D. & Co.) Nishio M.
30—Y.M. (D. & Co.) Nishio M.
31—Y.M. (D. & Co.) Nishio M.

AMERICAN PORTS.

VANCOUVER.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
27—N.Y.K. Arabia Maru.
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29—N.Y.K. Arabia Maru.
30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

VICTORIA.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
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30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

SEATTLE.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
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TACOMA.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
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PORTLAND.

June 22—A.L. Iconium.
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SAN FRANCISCO.

June 22—A.L. Iconium.
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31—N.Y.K. Arabia Maru.

LOS ANGELES.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
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VALPARAISO.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
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31—N.Y.K. Arabia Maru.

NEW YORK.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
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31—N.Y.K. Arabia Maru.

HAMBURG.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
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31—N.Y.K. Arabia Maru.

ROTTERDAM.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
27—N.Y.K. Arabia Maru.
28—N.Y.K. Arabia Maru.
29—N.Y.K. Arabia Maru.
30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

AMSTERDAM.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
27—N.Y.K. Arabia Maru.
28—N.Y.K. Arabia Maru.
29—N.Y.K. Arabia Maru.
30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

VALPARAISO.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
27—N.Y.K. Arabia Maru.
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30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

NEW YORK.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
27—N.Y.K. Arabia Maru.
28—N.Y.K. Arabia Maru.
29—N.Y.K. Arabia Maru.
30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

HAMBURG.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
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28—N.Y.K. Arabia Maru.
29—N.Y.K. Arabia Maru.
30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

ROTTERDAM.

June 22—A.L. Iconium.
23—C.P.O.S. Mattawa.
24—O.S.K. Arabia Maru.
25—N.Y.K. Arabia Maru.
26—N.Y.K. Arabia Maru.
27—N.Y.K. Arabia Maru.
28—N.Y.K. Arabia Maru.
29—N.Y.K. Arabia Maru.
30—N.Y.K. Arabia Maru.
31—N.Y.K. Arabia Maru.

NOTICES.

THE ASSOCIATED BRASS AND COPPER MANUFACTURERS OF GREAT BRITAIN

EVERYTHING IN BRASS OR COPPER

Sole Agents: ARNHOLD BROTHERS & Co., Ltd. CHINA & HONGKONG.

FOR FIFTY YEARS

NESTLE'S FOOD



HAS BEEN MAKING BABIES STRONG ALL OVER THE WORLD.

SEND A POSTCARD TO NESTLE'S P.O. BOX 331, HONGKONG FOR FREE SAMPLE AND BABY BOOK.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

June 24—B.F. Helene.
25—B.F. Helene.
26—B.F. Helene.
27—B.F. Helene.
28—B.F. Helene.
29—B.F. Helene.
30—B.F. Helene.
31—B.F. Helene.

FROM JAPAN.

June 24—B.F. Helene.
25—B.F. Helene.
26—B.F. Helene.
27—B.F. Helene.
28—B.F. Helene.
29—B.F. Helene.
30—B.F. Helene.
31—B.F. Helene.

FROM MANILA.

June 24—B.F. Helene.
25—B.F. Helene.
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27—B.F. Helene.
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FROM SINGAPORE.

June 24—B.F. Helene.
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FROM CALCUTTA.

June 24—B.F. Helene.
25—B.F. Helene.
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FROM BOMBAY.

June 24—B.F. Helene.
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28—B.F. Helene.
29—B.F. Helene.
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FROM MELBOURNE AND SYDNEY.

June 24—B.F. Helene.
25—B.F. Helene.
26—B.F. Helene.
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28—B.F. Helene.
29—B.F. Helene.
30—B.F. Helene.
31—B.F. Helene.

FROM VANCOUVER.

June 24—C.P.O.S. Empress of Russia.
25—C.P.O.S. Empress of Japan.

FROM SEATTLE.

June 24—B.F. Helene.
25—B.F. Helene.
26—B.F. Helene.
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FROM SAN FRANCISCO.

June 24—B.F. Helene.
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FROM LOS ANGELES.

June 24—B.F. Helene.
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FROM VALPARAISO.

June 24—B.F. Helene.
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FROM LONDON.

June 24—B.F. Helene.
25—B.F. Helene.
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FROM LIVERPOOL.

June 24—B.F. Helene.
25—B.F. Helene.
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FROM ANTWERP.

June 24—B.F. Helene.
25—B.F. Helene.
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28—B.F. Helene.
29—B.F. Helene.
30—B.F. Helene.
31—B.F. Helene.

FROM ROTTERDAM.

June 24—B.F. Helene.
25—B.F. Helene.
26—B.F. Helene.
27—B.F. Helene.
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29—B.F. Helene.
30—B.F. Helene.
31—B.F. Helene.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIL.

SATURDAY, June 19.
Japan—Per TOLLA.
Straits—Per DUBAN MARU.
Shanghai and Japan—Per TAJIMA MARU.
SUNDAY, June 20.
Straits—Per PENANG MARU.
Europe (via Suez)—Per DEVANHA MARU.
Manila and Australia—Per NIKKO MARU.
Bombay—Per KIMI MARU.
MONDAY, June 21.
Shanghai and Japan—Per KATORI MARU.
THURSDAY, June 24.
Shanghai and Japan—Per KATORI MARU.

OUTWARD MAIL.

SATURDAY, June 19.
Shanghai and North China—Per ELLENOR, 2 p.m.
Philippine Islands—Per WINGSANG, 2 p.m.
Straits, Amoy and Fuchow—Per YUNNAN, 3 p.m.
Straits, Bangkok, Ceylon, Mauritius, India via Diu, Aden, Suez, and Egypt—Per HAYRE MARU, Registration 2.45 p.m. Letters 3.30 p.m.
Shanghai and North China—Per CHENAN, 5 p.m.
Straits and Bangkok—Per TOLA, 5 p.m.
Fort Bayard—Per WASUN, 5 p.m.
Hohow—Per NAMWAN, 5 p.m.
Amoy—Per HONG WAN, 5 p.m.
Straits, Amoy and Fuchow—Per SUMATRA, 5 p.m.
SUNDAY, June 20.
Japan via Yama—Per TIMANOCK, 9 a.m.
MONDAY, June 21.
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.
Straits, Amoy and Fuchow via Keelung—Per AMAKUSA MARU, 11 a.m.
Shanghai, North China and Japan via Moji—Per DUBAN MARU, 11 a.m.
Cebu and Hongkong—Per POATING, 11 a.m.
Weihaiwei, Chefoo and Tientsin—Per KUEIHOW, 3 p.m.
TUESDAY, June 22.
Amoy, Shanghai and North China—Per SUYANG, 9 a.m.
Straits and Amoy—Per CHINHUA, 10 a.m.
Straits, Amoy and Fuchow—Per HAICHING, 1 p.m.
WEDNESDAY, June 23.
Philippine Islands, Amoy, New Zealand—Per TANGGO MARU, Registration 2.45 a.m. Letters 2.30 a.m.
THURSDAY, June 24.
Shanghai and North China—Per TEAN, 10 a.m.
Straits, Amoy and Fuchow—Per TEAN, 10 a.m.
SUNDAY, June 27.
Philippine Islands, Amoy, New Zealand—Per TANGGO MARU, Registration 2.45 a.m. Letters 2.30 a.m.
THURSDAY, June 24.
Shanghai and North China—Per TEAN, 10 a.m.
Straits, Amoy and Fuchow—Per TEAN, 10 a.m.

PASSENGERS ARRIVED.

The following passengers arrived yesterday per the "Nellie":
Mr. and Mrs. Spamer, Mr. J. Hazam, Mr. and Mrs. D. Cox, Miss Cox, two children and two amahs, Mrs. Frankland and child, Mrs. K. Eliason, and Miss C.M. Eliason, Mrs. L. H. Lawford, three children, infant, and nurse, Mrs. Roth, Mr. L. Green, Mr. L. Focosa, Mr. and Mrs. Schambert, and child, Mr. S. Van Slyke, Dr. N. A. W. Van Aken, Mr. A. S. Rok, Mr. W. J. Farmer, Mr. J. H. Gibson, Miss A. Fethod, Mr. Q. C. Yui, Mr. H. W. Man, and servant, Mr. H. H. Hunwick, Mr. and Mrs. H. S. Hill, Mr. R. H. Kotewall, Misses Rosa Flocamo, Elena Flocamo, Mr. A. E. Knibb, Mr. O. M. Anderson, Mr. and Mrs. Olson, and child, Miss E. Hattem, Miss F. Lloyd, Mr. and Mrs. Lane, Mrs. Robertson, Mr. J. H. H. Dreyfus, Mr. N. Schlumberger, Mr. K. H. Theam Long, Mr. T. P. Van, Mr. O. G. Liang, Miss Naval Baring, Mr. W. W. Brockway, Mr. R. E. H. Wilson, Mr. S. R. Edden, Mr. F. Nodder, Mr. F. L. Johnson, Mr. E. Hodge, Mr. F. S. Burke, and Mr. L. E. Twigg.

NOW IS THE TIME.

FOR remembrance you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soothe the sore. For sale by all Chemists and Storekeepers.

ENTERTAINMENTS.

TEL. No. 1748. CORONET TEL. No. 1748.

TO-DAY, at 2.30, 5.15 & 9.15 p.m.

CLARA KIMBALL YOUNG

"CHEATING CHEATERS"

At 7.15 p.m.

H. B. WARNER & DOROTHY DALTON

"THE RAIDERS"

TEL. 2511. HONGKONG THEATRE. TEL. 2511.

TO-NIGHT! at 5.15 and 9.15. TO-NIGHT!!

LEAH BAIRD

"THE CAPITOL"

From the notable stage success by AUGUSTUS THOMAS.

TEL. 8307 OR TEL. 83. 48, Haiphong Road, Kowloon. THE PALACE MOTOR CAR COMPANY, KOWLOON.

STUDEBAKER, CADILLAC, BUICK, OVERLAND & HUDSON. Best Cars for Hire and for Sale at reasonable Rates. Moderate Prices. Expert Drivers. Apply to No. 14 Anton Street, or Telephone to No. 2338.

TRIALS SOLICITED BY JAMES STEER THE CHRONOMETER AND WATCH MAKER (Contractor to H.M. Naval Yard.) 8, 1st HONG STREET, HONGKONG.

CHANCE FOR INVENTORS.

AN OFFICIAL INVITATION.

INGENUITY WANTED.

Inventors are apt to write themselves down as hard done by, but they are apparently not without honour at the Ministry of Health. In the current number of *Housing* (the official organ of the Ministry) proposals are made for alternative methods of construction and help is invited in making possibilities practical. Many of the proposals for methods and materials of construction placed before the Ministry are more complex and costly than methods in use, although they profess novelty, simplicity, and economy. Such proposals, unless intrinsically worthless, are however, approved by the Ministry simply as methods without regard to their cost or the class of labour required to carry them into execution. Approval is only an endorsement of their soundness, and although the Ministry know that under existing circumstances of both materials and labour, they must prove costly, they are not able to deny recognition of their merits. A good deal of attention has been paid to reinforced concrete construction. In very few instances does this method offer any advantages. Reinforced concrete floors are generally stressed to their safe limit and demand too much skilled labour for safe erection, and if such floors fail they do so suddenly, and not gradually like a woodjoisted floor, which give sample warning before collapse. Brick has been found to be the most suitable material for dwellings, and more easily procurable in most parts of the country than any other. Substitutes for bricks, therefore, are only desirable where by reason of cost and transport, these are difficult to obtain and other materials are more easily available. Where cement can be obtained in close proximity to the building site various forms of concrete construction offer themselves. It should be used in its simplest forms, with the avoidance of unnecessary processes and double handling. It should be unnecessary first to make blocks or slabs, and then to let them mature and then rehandle them as building blocks, employing bricklayers or masons for the purpose, when the walls could be built with concrete *in situ* at one operation. When bricks were scarce in old times other good methods of making warm, comfortable and durable houses were known to our forefathers, and the use of some of these methods would alleviate the present situation. In this direction as well as in the more economical production and use of bricks, research would be of value. The present scarcity and high price of good timber places timber framing out of court as a competitor with bricks or concrete for cottages. With the aid of science and our knowledge of the causes of defects in these old methods we should be able to effect a renaissance. Pise walls suffered from damp at their base, and at their wall heads. A solid base of stone, concrete, brick, or a combination of these materials with a bituminous damp course, would give durability, dryness and protection from the attacks of vermin. Science should be able to provide some method whereby we could protect and harden the faces of the walls, both outside and in, without recourse to cement rendering or plaster. Another damp course extending for the full thickness of the wall would protect the wall plate from the defective and leaky roofs. Some ingenuity might be devoted to improved methods of building such walls. Clay lumps, wattle and the like, are also capable of improvement, and none of these methods require either cement or fuel in their use. Whatever alternative methods are proposed to take the place of brickwork in cottage building the cost and scarcity of cement must be taken into consideration, and so long as bricks are difficult to obtain, either from lack of transport or other reasons, the supply of cement for making concrete in any form will be equally difficult. The most useful aid to building would be, in those places where there is a local tradition and old examples exist, to rediscover the method, find out from the patriarchs where the material came from, and how it was used, and then bring commonsense and wisdom to bear in adapting it to present-day requirements. Building bylaws are now relaxed and so far as these old methods can be revived to provide sound, dry and durable structures local authorities will sanction their use.

CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

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DALTON

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